Referring to the Literal Translation of International Application PCT/EP2003/012983

In the Claims:

1. (original) A method for assisting the driver of a vehicle during a parking maneuver, wherein a parking gap is sensed and measured from the vehicle and a setpoint trajectory (5) along which the vehicle is to be moved during the parking maneuver is determined in accordance with a predefined parking strategy, characterized in that a parking situation image on which the parking gap (7), an optimum setpoint position (4) as well as a first vehicle (1) and a second vehicle (2) are represented in a plan view is displayed to the driver on an image display device, wherein the optimum setpoint position (4) corresponds to a position which the vehicle is intended to adopt within the parking gap (7), the first vehicle (1) corresponds to the vehicle in its instantaneous position and the second vehicle (2) corresponds to the vehicle in a target position (2) which the vehicle is expected to adopt when it is moved along the setpoint trajectory (5).

2. (original) The method as claimed in claim 1, characterized in that the setpoint trajectory (5) is determined as a function of the initial steering angle.

Claims **3 to 21** (canceled).

22. (original) A device for assisting the driver of a vehicle during a parking maneuver, having surroundings-sensing means for sensing and measuring a parking gap in the surroundings of the vehicle, having evaluation means for determining a setpoint trajectory (5) along which the vehicle is to be moved during the parking maneuver, having information means for informing the driver about the driver actions necessary to execute the parking maneuver, and having position sensing means for determining the position of the vehicle, characterized in that the information means comprise an image display device for displaying a parking situation image on which the parking gap (7), an optimum setpoint position (4) which can be reached by the vehicle within the parking gap (7), the setpoint trajectory (5) as well as a first vehicle (1) corresponding to the vehicle in its instantaneous position and a second vehicle (2) corresponding to the vehicle in a target position which it is expected to reach can be represented in a plan view.

[REMARKS FOLLOW ON NEXT PAGE]